

## CLAIMS

1. Drive train for a mobile vehicle with a drive engine (1), which powers on the one hand a shiftable step-down transmission (5) for propulsion drive via a hydrodynamic torque converter and on the other hand an auxiliary drive (6) for powering a hydraulic pump (7) for a working hydraulic system, such that a pump impeller (3) of the hydrodynamic torque converter is in connection with the drive engine (1) via a clutch (2), characterized in that a signal from a selector lever (8) for the working hydraulic system and a signal from a driving pedal (11) for propulsion drive are passed to an electronic control unit (10) and the electronic control unit controls the drive engine (1) and the clutch (2) in such manner that, depending on the position of the driving pedal (11), a driving speed and, depending on the position of the selector lever (8), a speed of the auxiliary drive (6) are established.

2. Method for the control of a drive train for a mobile vehicle with a drive engine (1), which powers on the one hand a shiftable step-down transmission (5) for propulsion drive via a hydrodynamic torque converter and on the other hand an auxiliary drive (6) for powering a hydraulic pump (7) for a working hydraulic system, such that a pump impeller (3) of the hydrodynamic torque converter is in connection with the drive engine (1) via a clutch (2), characterized in that a signal from a selector lever (8) for the working hydraulic system and a signal from a driving pedal (11) for propulsion drive are passed to an electronic control unit (10) and the electronic control unit controls the drive engine (1) and the clutch (2) in such manner that, depending on the position of the driving pedal (11), a driving speed and, depending on the position of the selector lever (8), a speed of the auxiliary drive (6) are established.

3. Method for the control of a drive train according to claim 2, characterized in that when the selector lever (8) is actuated with the clutch (2) closed, the clutch (2) is actuated in the opening direction sufficiently far for the auxiliary drive (6) to reach a defined speed.

4. Method for the control of a drive train according to claim 2, characterized in that when the drive engine (1) is operating below its maximum power and the clutch (2) is closed, and when the selector lever (8) is then actuated, the clutch (2) is actuated in its opening direction and the drive engine (1) is regulated in such manner that the auxiliary drive (6) reaches a defined speed and the driving speed corresponds to that specified by the position of the driving pedal (11).

5. Method for the control of a drive train according to claim 2, characterized in that when the drive engine (1) is operating at maximum power and the clutch (2) is closed, and when the selector lever (8) is then actuated, the clutch (2) is actuated in its opening direction and the drive engine (1) is regulated in such manner that the auxiliary drive (6) reaches a defined speed and the driving speed is reduced as the driving resistance increases.

6. Method for the control of a drive train according to claim 2, characterized in that when the selector lever (8) is actuated and the driving pedal (11) is actuated in the direction of lower speed, the speed of the drive engine (1) is increased.

7. Method for the control of a drive train according to claim 6, characterized in that the driving speed is reduced by actuating the service brake

8. Method for the control of a drive train according to claim 2, characterized in that when the selector lever (8) is actuated and the driving pedal (11) is actuated in the direction of higher speed, the speed of the auxiliary drive (6) is increased and the shift transmission (5) is shifted in the direction of higher transmission ratio.